

QUARTERLY MEETING 10:00 AM

April 24, 2020

The State of Maryland is operating under an Elevated Level II status due to the COVID-19 epidemic. As such, this meeting was held online through GoToWebinar

MEETING MINUTES

Attendees:

Andrew Mengel, Chelsea Hayman, Chris Reno, Daniel Paschall, Deni Deliallisi, Denise Horner, Eli Glazier, Eric Brenner, Francine Waters, Gabriel Rose, Garrett Hennigan, Heather Dunigan, Heather Ersts, Jack Keene, Jaime McKay, Jim Titus, Jeff Hirsch, Jeff Dunckel, John Hartline, John Wetmore, Jon Korin, Jon Leishman, Jon Mayer, Jon Morrison, Kandese Holford, Kristi Pier, Laura Beck, Lisa Morrel, Matt Mullenax, Patti Stevens, Sheila Mahoney, Steve Green, Tanya Asman, Tim Richards

I. Welcome & Introductions

Dr. Marty Baker, Deputy Director of Bicycle and Pedestrian Access, Maryland Department of Transportation (MDOT), opened the meeting and provided guidance for meeting interaction with GoToWebinar. Attendees introduced themselves.

The agenda was modified to remove the Discussion on Future MBPAC meetings.

II. Administrative Matters

The draft January 24, 2020 meeting minutes had been posted online and available for comments. No comments were made to the minutes. Without a quorum of MBPAC members, the minutes of approval was postponed.

Marty Baker provided an update on the status of MBPAC memberships. The Governor's Appointment Office has yet to finalize most of the applications submitted for committee membership.

Marty Baker provided a reminder that MBPAC members are eligible for travel expenses reimbursement associated with committee meetings. Reimbursement requests must be submitted no later than 60 days after the meeting expenses are incurred.

III. 2020 Maryland Legislative Session Highlights

 Marty Baker provided a brief update on several notable pedestrian and bicyclerelated bills which were introduced during the 2020 legislative session. The session ended on March 18th as COVID-19 travel restrictions were established.



SB 199/HB 230 – Overtaking & Passing Bicycles passed which allows motorists to cross double yellow lines to provide at least three feet of space to pass bicycles or pedestrians. This bill addresses the narrow lane exemption of the existing Three Foot Law and makes the existing legislation more enforceable.

HB 748 – Kim Lamphier Bikeways Network Program passed and renames the MDOT Bikeways Program after Kim. The revised bill did not include funding for application assistance or sustained funding levels.

SB 285/HB 194 – Pedestrian Access Act of 2020 passed which requires pedestrian and bicycle maintenance of traffic for construction projects within one mile of a rail transit station.

Additional bills were reviewed which did not pass.

IV. Maryland Bicycle & Pedestrian Planning Initiatives Update (15 min)

Marty Baker provided a brief overview on multiple ways the 2040 Maryland Bicycle and Pedestrian Master Plan 2019 update is being implemented. Two main achievements undertaken by MDOT to implement the Master Plan are the Context Drive Design Guide and the Level of Traffic Stress (LTS) project.

Nate Evans provided a presentation reviewing LTS goals, how MDOT is approaching establishing a statewide rating and how it will be used in the future. A statewide LTS metrics will be used for a similar comparison across jurisdictions, identify network gaps, develop routable biking directions, gauge LTS change based on proposed projects, and compare crash data. With LTS based on MDOT SHA's One Maryland Once Centerline (OMOC) geodatabase, LTS will be updated quarterly and can expand variables as OMOC expands.

V. MDOT State Highway Administration (SHA) Context Driven Guide Presentation (20 min)

Kandese Holford introduced Deni Deliallisi who provided a overview on MDOT SHA's Context Driven Guide. The guide provides guidance on how improvements to state roadways should correspond to the adjacent land use.

VI. Partner Agency and Participant Updates

Maryland Department of Transportation – Secretary's Office (Nate Evans & Francine Waters)

- The Bikeways application launch has been delayed but will be remedied shortly. 22 projects requesting \$8.4 million were identified during the Letter of Intent phase.
- Walk Summit rescheduled to Monday, September 14th



Department of Natural Resources

 Developing guidelines for local parks and recreation programs and land and water conservation.

Department of Disabilities

- Hired as the new Director of Transportation Policy
- DOD has been active in locating housing for participants in the 811 Rental Assistance program, a subsidy-based program for people with disabilities who live at 30% of the area median income and below.

Maryland National Capital Parks & Planning Commission

- Continued progress on Montgomery County's Pedestrian Master Plan, including analysis of pedestrian comfort
- To encourage social distancing, Montgomery Parks has closed segments of three roads from Friday mornings through Sunday evenings for the foreseeable future.

Maryland Department of Commerce, Heather Ersts

- Department resources focused on assisting with COVID-19 related issues
- Task force tourism report heading to Governor on May 1st for reopening economy
- Trails Second to None Initiative, Water Trails focus for June 2020
- Trail database for accessibility, use and marketing June 2021
- Scenic Byways videos coming soon

MDOT, Maryland Transit Administration, Jaime McKay

- Ready to celebrate Bike to Work Day and Get Onboard Day when rescheduled
- Submitting TAP application for Patapsco Avenue Bicycle & Pedestrian Bridge
- Planning bike parking at park and ride and rail facilities
- Partnering with Baltimore City Department of Transportation to create shared mobility corrals at transit stops

MDOT, Maryland Highway Safety Office, Jeff Dunckel

- Look Alive and Street Smart outreach campaigns have been rescheduled to August
- Virtual safety sessions to be held in outreach efforts, April 30th. Jeff Dunckel will forward to committee

Maryland Department of Health, Kristi Pier



- Walk Maryland Day, October 7, 2020. Planning for this year continues, can provide updated website in May.
- Safe Routes to Schools Program start in July with Washington, St. Mary's and Somerset Counties

Maryland Department of Planning, Sarah Lipkim-Sularz

- Reviewing the Town of Willard and The Town of La Plata Comprehensive plans, which
 include comments regarding the development of complete streets policies, increased
 bicycle and pedestrian accessibility, among other things.
- Providing staff support for local, regional, and state ped and bike committees and activities such as organizing/supporting "WalkWicomico" in the Salisbury area and Wicomico County, and participating in various ped/bike committees/workgroups

Public Participants

John Wetmore

- Most sidewalks are less than 6' wide, making social distancing impossible. A sidewalk inventory would be helpful for planning.
- With adjusted capital budgets due to COVID-19-related lost revenue, sidewalks should not be neglected.

Jim Titus

- o How are transit agencies adjusting to provide social distancing?
- Are accommodations being prepared for transit riders who prefer to bike part way?
- Jaime McKay responded: MTA asking riders to use transit for essential businesses only and reduce unnecessary travel. No one can ride transit if not wearing a mask. Policy adjustments have been made to account for greater sanitizing of transit vehicles and continuing evaluation of conditions.

Steve Green

 Bike sales are increasing as new transportation mode for some and more people at home.

Jon Korin

Bike AAA vision for trail network is developing

Patti Stevens

 Senator Mary Beth Carozza set up meeting with Worcester County Recreation and Parks Department of a tri-county council joint planning effort

VII. Upcoming Events

May 15 – Bike To Work Day events cancelled or postponed

May 15 – Recreational Trails Program applications due

May 29 – Transportation Alternatives Program/Safe Routes to School applications due

June 5 – Bikeways applications due (tentative)



July 24 – Next MBPAC meeting (tentative)

September 14 – Maryland Walk Summit

September 22 – Car-free Day

September 25 – Bike To Work Day, Baltimore Metro Area

VIII. Adjournment

The meeting concluded at 12:10 PM.



Submitted Questions Log

The following questions were submitted through GoToWebinar's "Questions" function. Answers to most questions were shared verbally during the meeting. Answers provided here are a combination of answers submitted through GoToWebinar's "Questions" function and answers supplied after the meeting concluded.

Legislative Update

Q [Patti Stevens]: Will any of the bills that did not pass be proposed again in next session?

A: It's likely. Jon Korin and Jon Morrison and others are good resources

Q [Denise Horner]: I had a question about whether you had a position about HB1367 that would require a study for rail service along the route of the Civil War Rail Trail in Washington County sponsored by Del. Corderman?

A: I'm just seeing this now. We did not take a position on this bill (HB1367) but can keep an eye out for it in future.

Q [Eli Glazier]: The current Montgomery County LTS network can be seen at mcatlas.org/bikestress

A: Thank you.

Q [Tanya Asman]: There is a big need for coordination between SHA engineering and MDOT Bike Ped Planning.

A: Hi Tanya: I understand your point about engineering/planning. I would just say that we continue to have regular meetings with SHA (as well as MTA and MVA) which includes the Offices of Planning, Safety, and Highway Design. We are all missing Peter Sotherland, but we are still making great progress on improving communications.

Q [Denise Horner]: It [HB 1367] passed the House. No companion bill in Senate. It was touted as an economic development effort locally but likely would eliminate the rail trail.

A: Thanks. We can look it up to be prepared for next round.

Level of Traffic Stress Update

Q [Tanya Asman]: What is the relationship between the methodology MDOT is using to rate the LTS for all roads statewide, compared to what AASHTO is doing as they update the Guidelines for Developing Bicycle Facilities, which is being updated to use LTS as well.

A: MDOT's LTS uses AASHTO tolerances for shoulder width and bike lanes.

Q [Tanya Asman]: When do you expect this to be completed and available to local jurisdictions to use?[Tanya Asman]

A: We expect preliminary results by the end of summer, of course contingent on many offices.

Q [Jon Korin]: Do sharrows count at all in LTS?

A: Any bicycle facility that shares a lane with motor vehicle traffic will not be considered a bicycle facility. This includes sharrows and bicycle boulevards; they will be considered

roadways. The exception will be if these facilities include traffic calming. The LTS score will reflect that.

Q [Eli Glazier]: When LTS is complete, will it replace BLOC in the MDOT Attainment Report?

A: Hi Eli: Yes. At this point we intend to keep monitoring BLOC (Bike Level of Comfort) until we can establish a baseline and some meaningful indicators.

Q [Daniel Paschall]: Would LTS gap prioritization include connecting to transit and major trails?

A: Yes!

Q [Eric Brenner]: Any way to incorporate LTS into the next iteration of a MD State Bike map? Be it online or in regional paper maps?

A: Not on this next round, which will be geared toward tourism and people already cycling. But this is a good consideration for a future year.

Q [James G Titus]: Any idea how Google Maps etc. will use this? It always tries to send me onto the bike lane on MD-704 next to US 50

A: We have not gotten that far. But having interaction with Google maps is a great idea.

Q [Jon Morrison]: Coordinate with MCDOT and MNCPPC?

A: Yes, we will coordinate with all locals and mutually improve all data.

Q [Patti Stevens]: Will local resource people/organizations have input /review for the ratings? A: Yes. Local input will be sought and considered.

Q [Jon Morrison]: Montgomery County has published LTS online for the entire county already. A: Yes.

Q: There is divergence about how bikeable shoulders are.

A: We understand. Bike traffic is allowed on roadway shoulders throughout Maryland, so they will be included. We did not want to discount their inclusion. The shoulder width will be deciding factor in the LTS rating.

Q [James G Titus]: Will you share the geodatabase with us? Easier to provide comments that way.

A: IMap at first, but we will work with SHA to expand deliverable.

Q [Tanya Asman]: The State effort should incorporate this into the map.

A: Thank you.

Q [James G Titus]: Sorry if you already addressed this, but this is all facilities regardless of which entity manages it?

A: Yes, all roadways statewide.



Q [James G Titus]: Not just State?

A: Yes, even local roadways.

Q [Daniel Paschall]: How do intersections get accounted for in LTS, where the road leading up to it might be low-stress but the intersection includes a turn lane that gets rid of the bike lane at the intersection?

A: Understood. For now, we're looking roadway segments.

Q [Tanya Asman]: I'd like to see a similar effort for pedestrians.

A: Agreed, but a sidewalk geodatabase is needed from each jurisdiction.

Q [Jon Korin]: What is status of statewide bike GIS showing existing, programmed and planned facilities like the BMC GIS?

A: Complete and evolving. It looks good, but we're still running analysis.

Q [Daniel Paschall]: Would LTS factor into resurfacing projects where changes in paint with new bike lanes and shoulders can improve the LTS where feasible within the roadway constraints?

A: Our study will provide a tool to local jurisdictions and SHA to focus bicycle facility improvements.

Q [John Wetmore]: MoCo is doing a master ped plan similar to their bike plan.

A: Yes, MBPAC member Eli Glazier is the project manager.

Q [Eric Brenner]: Maybe not the time/place to discuss, but post-Corona time, old data feels less relevant. Changes to modeling must be needed to anticipate more tele-work, and maybe fewer people getting back onto transit. Any comments from the presenter?

A: The comfort of bicycle facilities and LTS rating is contingent on bike facility type, traffic speeds, volumes and other factors. If traffic volumes decrease over time, LTS will improve.

Q [John Wetmore]: Will you be doing a similar thing [LTS analysis] for peds?

A: The Short Trip Opportunity Areas should be familiar to many of you. They were initially developed for the 2014 Bicycle and Pedestrian Master Plan and we vetted and updated them as part of the 2019 plan. The key factor is density of destinations. As of yet, MDOT does not have plans to develop a "pedestrian LTS" system, but other jurisdictions are. MDOT is monitoring the progress of these studies to inform our future work.

Context Driven Transportation Guidelines

Q [Jeffrey Dunckel]: So the 66% of crashes occurring in 4% of the land area — which of the categories were they located? I suspect Suburban Activity Centers would see a higher number of serious or fatal crashes.

A: Good question, Jeff. We had just started some of the analysis but can follow up.



Q [Daniel Paschall]: Are there any references or recommendations to changing land use and zoning to retrofit suburban areas to become more walkable, mixed-use, and transit-oriented?

A: No, this looks hardest at existing conditions. Other guides will make recommendations for improving those conditions in a suburban context. But this is a good avenue to open discussions between different agencies.

Q [Daniel Paschall]: Transit is mentioned, but it doesn't look to be depicted as often. Is there any chance of dedicated bus/transit/BRT travel lanes to be added to examples?

A: These are included and shown particularly as a factor in the urban zones where treatments include floating bus stops, etc.

Q [Jon Korin]: Do you envision this guide used for temporary bike/ped facilities during weekends, open streets events, or as some cities have done during COVID?

A: Good question. Currently, we're not forefronting this guide for anything related to temporary needs. Again, this guide could become an avenue for opening discussions. One of the ways the guide's recommendations will be implemented is through our complete streets policy.

Q [James G Titus]: Fair enough if you can't get into land use. But how about land ownership? Often there is plenty of open land next to the right of way for a sidewalk--but SHA does not own it.

A: The guide is intended for state owned roadways and does not provide recommendations on adjacent land use or zoning changes, especially privately owned properties.

Q [Heather Ersts]: What is the status of the MD Bike Map?

A: Heather, we'll defer to Jon Mayer at SHA on the map status.(No response provided during the meeting.)

Q [Patti Stevens]: What is the date of the Walk Summit? A: September 14.

Q [James G Titus]: I think MTA realizes that they did not—probably could not—address the question as to whether social distancing will be enforced in MTA facilities.

Q [James G Titus]: Just to be clear on the portions of my questions not answered: Most important, what is MDOT doing to help enable people to park and ride their bikes given that people will probably be avoiding transit?

A: Thanks Jim. Questions not answered today will be followed up on. I will export the questions following the meeting. Nate Evans and Marty Baker will coordinate a response to Jim's email.

Q [James G Titus]: Can MDOT talk to the Maryland members of the WMATA board to facilitate people who drive and bike? Please see my email.

A: MDOT staff will pass along the recommendation.